

## **WESTERN PARKWAY PUBLIC WORKSHOP**

**February 11, 2008, 4:00 – 7:00 pm**

**Cape Henlopen High School**

### **Public Comment Overview**

The third Public Workshop for the Western Parkway and Five Points Interchange project was conducted on February 11, 2008 at the Cape Henlopen High School between 4:00 and 7:00 pm. The public was made aware of the workshop through the use of announcements, a public notice, advertisements, and a flyer that was mailed to addresses throughout the study area. The Project Team presented the Western Parkway Alternatives Retained for Detailed Evaluation (Orange, Yellow, Green and No-Build); six options (A, B, C, D, E, or F) for a proposed grade separated interchange at the Five Points intersection and a proposal to relocate US Route 9 with SR 23.

Approximately 450 people attended the workshop. Among those attendees were groups, including the Plantation Road Coalition and the No-Build Coalition, who were opposed to all of the build alternatives for the Western Parkway.

The workshop consisted of display boards showing the alternatives/options and project information such as traffic operations and environmental considerations. Large maps of the Alternatives and Options were available for review and discussion with Project Team Members. A presentation conveying the purpose and importance of the project, the Western Parkway Alternatives, the Five Points Interchange Options and next steps was made three times during the workshop. Each presentation was followed by a question and answer session.

Upon arrival, the workshop attendees were given a set of reduced copies of the display boards and maps, a copy of the PowerPoint presentation and comment forms for the Western Parkway Alternatives and the Five Points Interchange Options.

The workshop comment period extended to March 17, 2008. A total of 112 comment forms, letters, and e-mails were received from the public. The following letters that express the thoughts of community groups were received including one prior to the workshop and two during the comment period:

- The Board of Directors for the Henlopen Landing Community (representing 190 homes) sent a letter supporting the Yellow Alternative and Option E for the Five Points Interchange.
- The Plantation Road Coalition (representing 1,119 homeowners, 32 property owners and 2 Churches) sent a letter signed by 41 individuals in opposition to the Orange Alternative and in support of the No-Build Alternative.

- The Gosling Creek Homeowners Association sent a letter signed by 80 people with the following comments: “Oppose all Western Parkway alternatives; keep Plantation Road on the list for major improvements; support Five Points improvements; support US 9 relocation; build segment of the Parkway between SR 1 (at Nassau) and US 9; and DelDOT should obtain a dedicated lane for a road between Kings Highway and Rehoboth before County Council approves the Townsend development.”

### **Public Comment Summary**

One of the comment forms asked people to indicate what they liked or disliked about each Western Parkway alternative, including No-Build. A second comment form asked people to indicate what they liked or disliked about the six options for a grade separated interchange at Five Points. The following table summarizes the comments received during the comment period indicating either support or opposition to the Western Parkway Alternatives and the Five Points Interchange Options.

### **PUBLIC WORKSHOP**

#### **COMMENT SUMMARY**

<b>Western Parkway Alternative</b>	<b>Support</b>	<b>Oppose</b>
Orange	15	60
Yellow	40	38
Green	22	45
No-Build	40	28
<b>Five Points Interchange Option</b>		
Option A	5	23
Option B	9	17
Option C	12	14
Option D	16	10
Option E	10	14
Option F	11	14

### **Overview of Comments**

The following is an overview of comments received on the Western Parkway Alternatives, the Five Points Interchange Options, the Relocation of US 9 and Other Transportation Concerns in the Cape Region.

## **WESTERN PARKWAY RETAINED ALTERNATIVES**

Following is a brief description of the Western Parkway Alternatives and an overview of the comments that were provided pertaining to each alternative.

### **Orange Alternative**

The Orange Alternative would begin at the Five Points intersection and add two lanes to existing Plantation Road creating a four lane roadway ending at SR 24. The Orange Alternative received the least amount of support and the greatest degree of opposition.

#### **Summary of Comments in Support:**

- Shortest and cheapest route
- Utilizes an existing road
- Least impacts
- Relieves congestion on Plantation Road

#### **Summary of Comments in Opposition:**

- There is nothing likable about this Alternative
- Not safe, smaller lanes
- Additional traffic adjoining existing development
- Does little to relieve congestion

### **Yellow Alternative**

The Yellow Alternative begins at a proposed interchange at SR 1/New Road north of the bridge over the railroad at Nassau. The new roadway would then proceed to the south crossing the railroad and interchanging with US 9, and then continue to the south intersecting with Beaver Dam Road, Robinsonville Road, and Cedar Grove Road before ending at the SR 24/Mulberry Knoll Road intersection. The Yellow Alternative along with No-Build received the greatest amount of support and the Yellow Alternative received the second lowest level of opposition.

#### **Summary of Comments in Support:**

- Moves some traffic away from SR 1
- Provides better land use for trails, bike, and foot traffic
- Less impact on existing communities
- Good for emergency vehicles

#### **Summary of Comments in Opposition:**

- Dumps more traffic on SR 24
- Concern for the Whispering Pines Community
- Too costly

- Impacts farmland

### **Green Alternative**

The Green Alternative begins at a proposed interchange at SR 1/New Road located north of the SR 1 bridge over the railroad at Nassau. The new roadway would proceed to the south crossing the railroad, interchange with US 9, and then continue to the south intersecting with Beaver Dam Road, Jimtown Road, and Robinsonville Road. The corridor would then generally follow Cedar Grove Road before extending south on new alignment to SR 24 (west of Mulberry Knoll Road). The Green Alternative received the second lowest level of support and the second highest degree of opposition.

#### **Summary of Comments in Support:**

- Impacts fewer people
- Will remove traffic before Five Points
- Moves traffic to serve local users and deters visitor use

#### **Summary of Comments in Opposition:**

- Too costly
- Impacts natural resources
- Dumps traffic onto SR 24

### **No-Build Alternative**

The No-Build Alternative and the Yellow Alternative received the highest (exactly the same) level of support. No-Build received the lowest degree of opposition.

#### **Summary of Comments in Support:**

- Keeps family farms, local traffic together
- Does not cater to tourists
- Deters development

#### **Summary of Comments in Opposition:**

- Avoids the problem
- Eventually makes it worse

## **FIVE POINTS INTERCHANGE OPTIONS**

Following is a brief description of each of the six interchange options at Five Points along with a summary of comments received from the public at the workshop, and during the subsequent comment period.

### **Option A**

This option would result in a partial cloverleaf configuration with loop ramps in the southeast and northwest quadrants. Plantation Road connects directly to US 9 opposite the southbound SR 1 off-ramp. SR 1 is elevated to bridge over US 9. This option was presented at the January 2007 Public Workshop. This option received the least amount of support and the highest level of opposition.

#### **Summary of Comments in Support:**

- Simplest design
- Flows nicely

#### **Summary of Comments in Opposition:**

- Takes Best Hardware
- Poor access to US 9

### **Option B**

This interchange option would create a partial cloverleaf configuration with loops in the northwest and southeast quadrants (similar to Option A). SR 1 would be elevated to bridge over US 9, and the interchange location is shifted slightly to the south. This option includes a ramp from eastbound US 9 to southbound SR 1 to bridge over Plantation Road that would divert traffic from the intersection of US 9 and Plantation Road. Option B received the second lowest amount of support (Options B, C, E and F received similar levels of support) and the second highest degree of opposition.

#### **Summary of Comments in Support:**

- Less impact on Savannah Road
- Best for local traffic

#### **Summary of Comments in Opposition:**

- Too complicated
- High impacts to businesses

### **Option C**

This interchange option would provide a partial cloverleaf with loops in the northwest and southeast quadrants and is similar to Option B, but would not include the elevated ramp from eastbound US 9 to southbound SR 1. US 9 would be elevated to bridge over SR 1. Option C received the second highest amount of support (Options B, C, E and F received similar levels of support). Options C, E and F received identical indications of opposition, second lowest.

#### **Summary of Comments in Support:**

- Cheaper than Option A or B
- Good connection between US 9 and Plantation Road

**Summary of Comments in Opposition:**

- High impacts to business operations

**Option D**

This interchange option has a loop in the northwest quadrant. The loop and ramp in the southeast quadrant shown for Option A, B, C would be replaced with a connection between SR 1 and Savannah Road opposite North Village Main Boulevard. US 9 would be shifted to the south and be elevated to bridge over SR 1. Option D received the highest amount of support and the lowest amount of opposition.

**Summary of Comments in Support:**

- Less cost than Option A, B, or C
- Less impacts to businesses
- New connection matches up to the Villages at Five Points

**Summary of Comments in Opposition:**

- Not much to like about this option

**Option E**

This interchange option would create a loop in the northeast quadrant to accommodate the heavy traffic movement from northbound SR 1 to westbound US 9. To provide the loop ramp, US 9 is shifted farther to the south than Option B, C, or D. US 9 would be elevated to bridge over SR 1. A connection is provided between SR 1 and Savannah Road opposite North Village Main Boulevard, and a connection is proposed between SR 1 and US 9 near Best's Hardware. Plantation Road would be connected to US 9 via a circuitous alignment. Option E received the third least amount of support (Options B, C E and F received similar degrees of support) and the same level of opposition as did Options C and F, third highest.

**Summary of Comments in Support:**

- Cost is more realistic
- Like the road thru the Arby's property

**Summary of Comments in Opposition:**

- Curves on Plantation Road connection
- Cost and difficult access to Plantation Road

**Option F**

Option F is similar to Option E with a loop in the northeast quadrant. The connection between Plantation Road and US 9 would be less circuitous and more direct. Plantation Road would be extended to connect directly to SR 1 where right-turn only access will be provided. US 9 is elevated to bridge over Plantation Road and SR 1. Option F received

the third highest level of support, similar to B, C and E, and the third highest level of opposition, which is equal to C and E.

**Summary of Comments in Support:**

- Less cost – more realistic option
- Better flow from Plantation Road and Lowe's entrances

**Summary of Comments in Opposition:**

- More business impacts
- Will take Arby's

**US 9 RELOCATION WITH SR 23 (Beaver Dam Road)**

US 9 would be relocated to the current alignment of SR 23 (Beaver Dam Road) west of Five Points reducing the number of legs entering the Five Points intersection to improve traffic flow and to help east-west traffic movement for the demands created by additional planned growth.

Only one option was presented for the US 9 Relocation with SR 23. Project Team members discussed this proposed roadway improvement with workshop attendees as they reviewed maps portraying the location and nature of the proposed improvements. Project Team members involved in these discussions report that there was overwhelming support.

**OTHER TRANSPORTATION CONCERNS**

Comments received from the public at the workshop, on the comment forms and in their letters and e-mails identified other transportation concerns in the Cape Region. These included:

- Realign the intersection of Cedar Grove Road with Postal Lane at Plantation Road. (Dangerous intersection).
- Make improvements to SR 24.
- Make improvements at Wescoats Road and Savannah Road (Dangerous intersection)
- Make improvements to Cedar Grove Road.
- Make improvements to Robinsonville Road.
- Do more to solve SR 1 traffic problems, Western Parkway will not solve the problems of SR 1